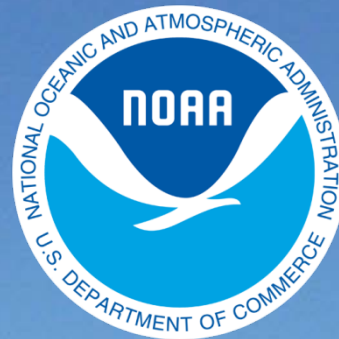


BookletChart™

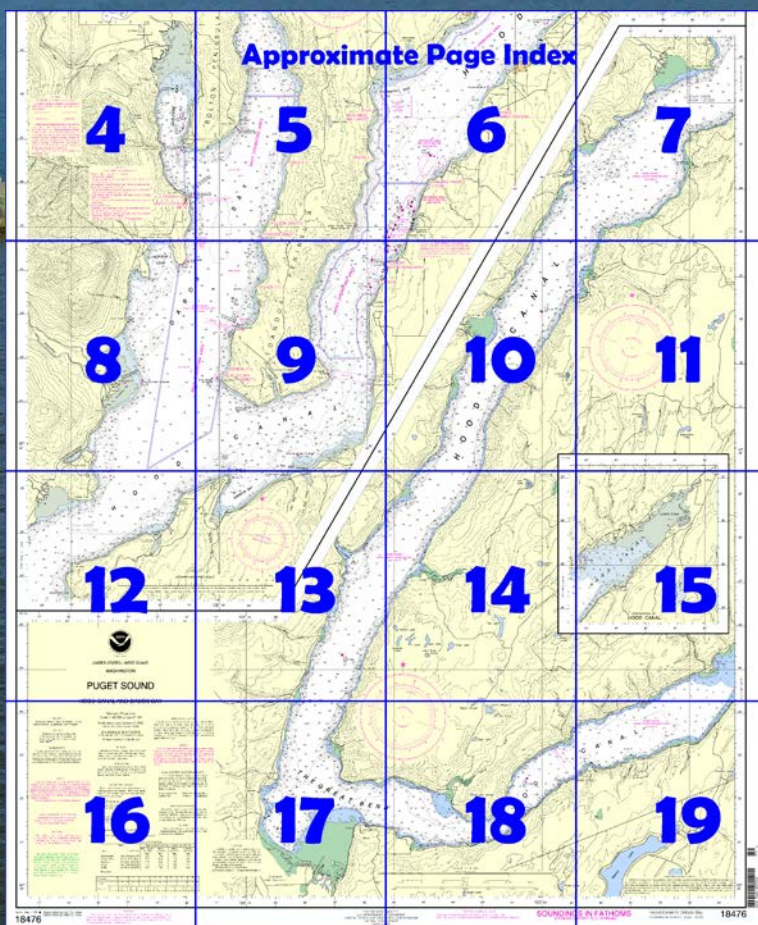


Puget Sound – Hood Canal and Dabob Bay **NOAA Chart 18476**

A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=18476>.



(Selected Excerpts from Coast Pilot)

The entrance to **Hood Canal** is at the lower end of Admiralty Inlet, between Foulweather Bluff and Tala Point, about 10 miles S of Marrowstone Point. It extends in a general S direction for about 44 miles and then bends sharply NE for 11 miles, terminating in flats bare at low water. The head of Case Inlet, in the S part of Puget Sound, is less than 2 miles from the head of Hood Canal.

Water traffic in general is confined to tugs with log rafts, naval vessels in the

upper part, and many pleasure craft. Hood Canal is a vacation area. Numerous private houses and summer cottages with small piers,

mooring buoys, and floats are on both sides of the canal. There are relatively few public floats or piers, and the only commercial activities are logging and some oystering.

Thorndyke Bay is a small bight on the W side of Hood Canal about 4 miles S of Squamish Harbor. An **explosives anchorage** is S of the bay. (See **110.1** and **110.230**, chapter 2, for limits and regulations.)

Bangor Wharf on the E side of the canal, 3.5 miles S of Thorndyke Bay, is the property of the Bangor U.S. Naval Submarine Base. A **naval restricted area** surrounds the wharf and other naval docking facilities along the E side of Hood Canal. Keyport Naval Undersea Warfare Engineering Station, 0.9 mile SSW of Bangor Wharf, is also within the restricted area. (See **334.1220**, chapter 2, for limits and regulations.) **Naval security zones** are adjacent to the Naval Submarine Base. (See **\$165.1302** and **\$165.1311**, chapter 2, for limits and regulations.) A **naval operating area** is in the S part of Hood Canal. (See **334.1190**, chapter 2, for limits and regulations.) A **naval exercise area** extends N from the N boundary of the operating area to just off **South Point**, about 2.3 miles NE of Thorndyke Bay.

Seabeck, about 6 miles SW of Bangor, is a settlement and resort at the head of **Seabeck Bay**, a small cove on the E shore. A marina, protected by a breakwater awash at high water, is on the S side of the bay. Berths, gasoline, diesel fuel, water, ice, supplies, and a 1½-ton hoist are available. In 2005, the marina was reported to be closed. Shoal water extends 0.5 mile from the head of the bay. Good anchorage, well protected from SE to SW weather, is available in the bay in 35 to 50 feet. Shoal water extends more than 200 yards off **Misery Point**, at the W side of the entrance of the bay. A light is about 300 yards NE of Misery Point, and a fish haven is close NW of the light.

Fisherman Harbor is a cove on the S end of Toandos Peninsula, just E of Oak Head. It is very narrow, with a constricted entrance which is nearly bare at low water. A sandspit extends partly across the entrance.

Brinnon is a village on the S side of Dosewallips River, 3.5 miles W of Oak Head, at the entrance of Dabob Bay. It has a general store and service station. Gasoline, water, and ice are available, but there is no landing pier. A log booming ground is close offshore at Brinnon.

Dabob Bay, the largest inlet in the canal and separated from it by Toandos Peninsula, extends 9 miles in a N direction. The entrance is between **Tskutsko Point** and **Sylopash Point** just N of the mouth of Dosewallips River. A light is off Tskutsko Point. The W shore of Dabob Bay is particularly steep and bold, reaching an elevation of over 2,600 feet in less than 2 miles from the coast.

A **naval operating area** is in the bay. Unlighted spherical yellow mooring buoys may be temporarily established within the bay. Navy-maintained warning lights are shown from **Whitney Point**, Pulali Point, and Sylopash Point on the W side of the bay, from **Zelatched Point** on the E side of the bay, and on the SE side of Bolton Peninsula on the N side of the bay. Flashing amber lights indicate that naval operations are in progress and all craft should keep well clear of vessels engaged in testing. Flashing red lights will be shown when naval operations close the area to navigation. Craft on the bay during these periods should stop their screws and secure their engines and depth sounders. Mariners are advised to pass no closer than 1 mile of naval vessels engaged in bottom operations unless directed otherwise by radiotelephone or other signal from the shore, picket boat, or surveillance aircraft. (See **334.1190**, chapter 2, for limits and regulations.)

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Seattle

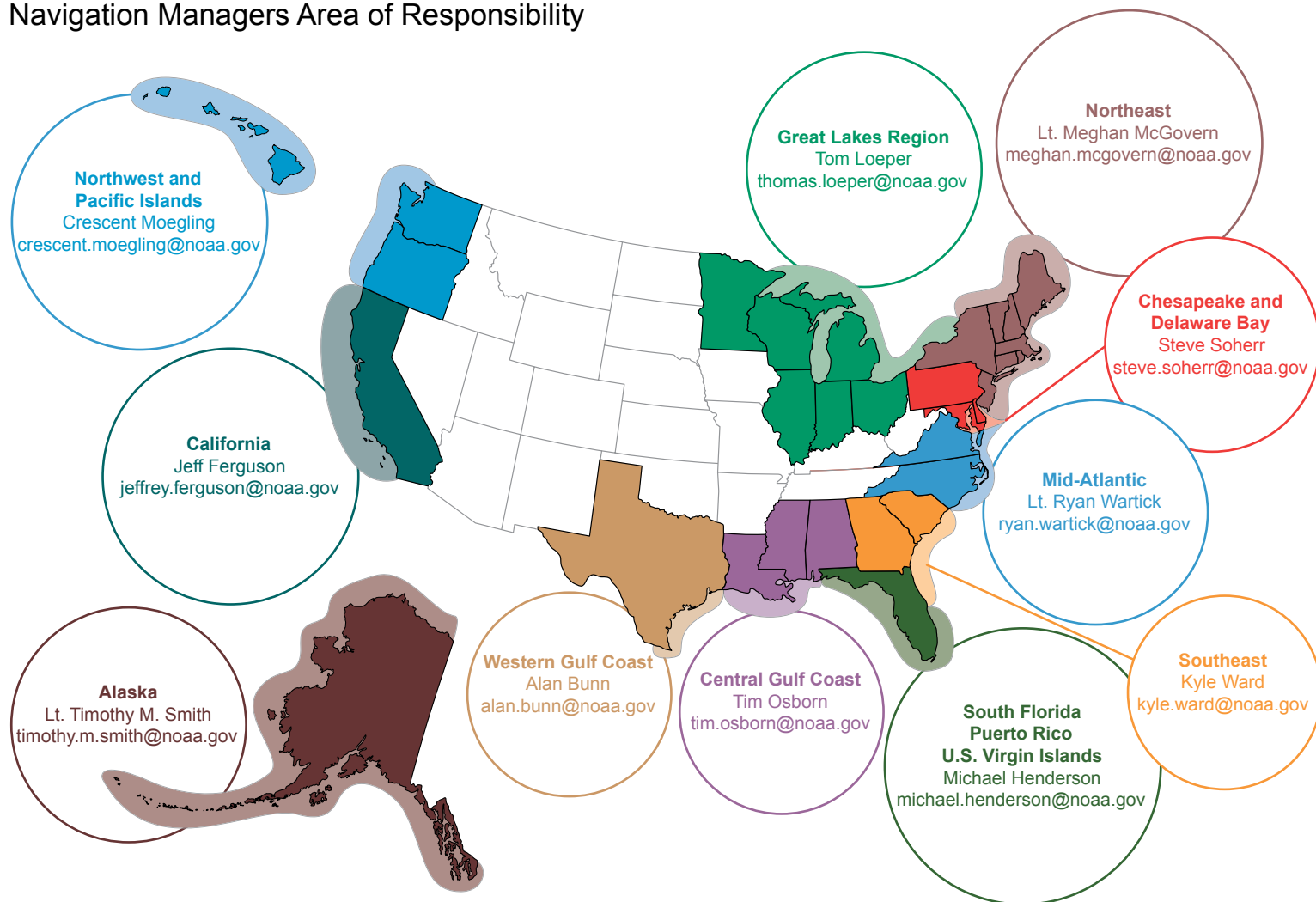
Commander

13th CG District

Seattle, WA

(206) 220-7001

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

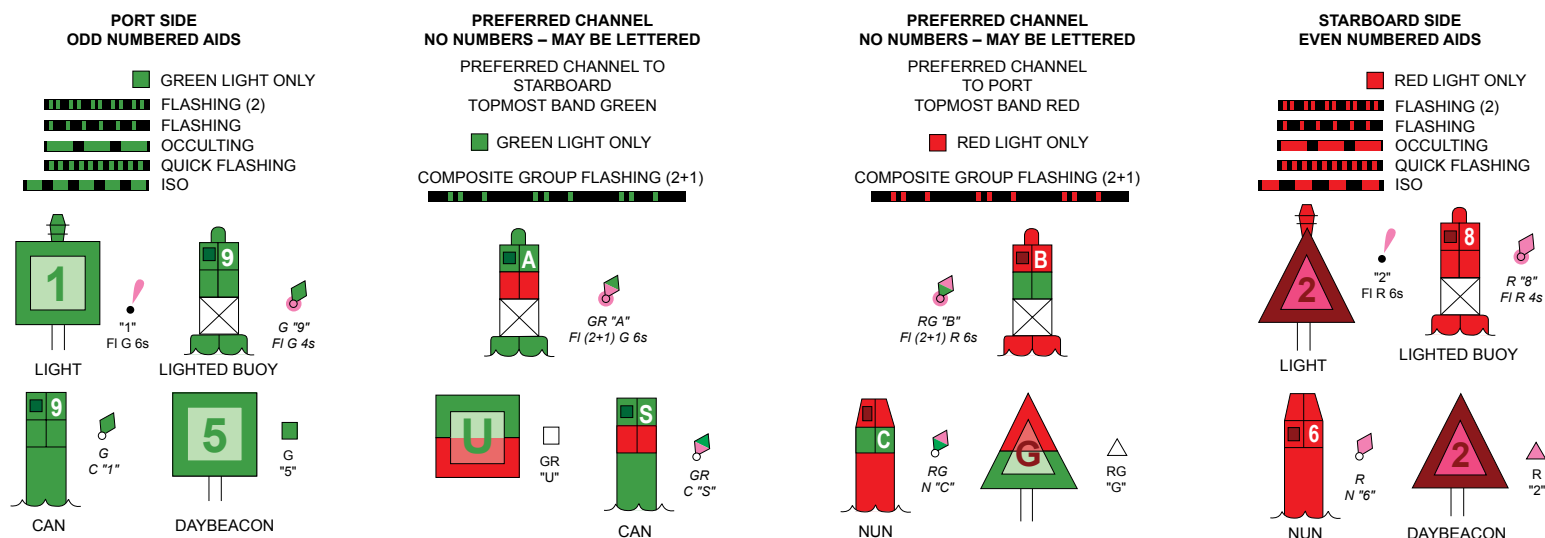
They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers

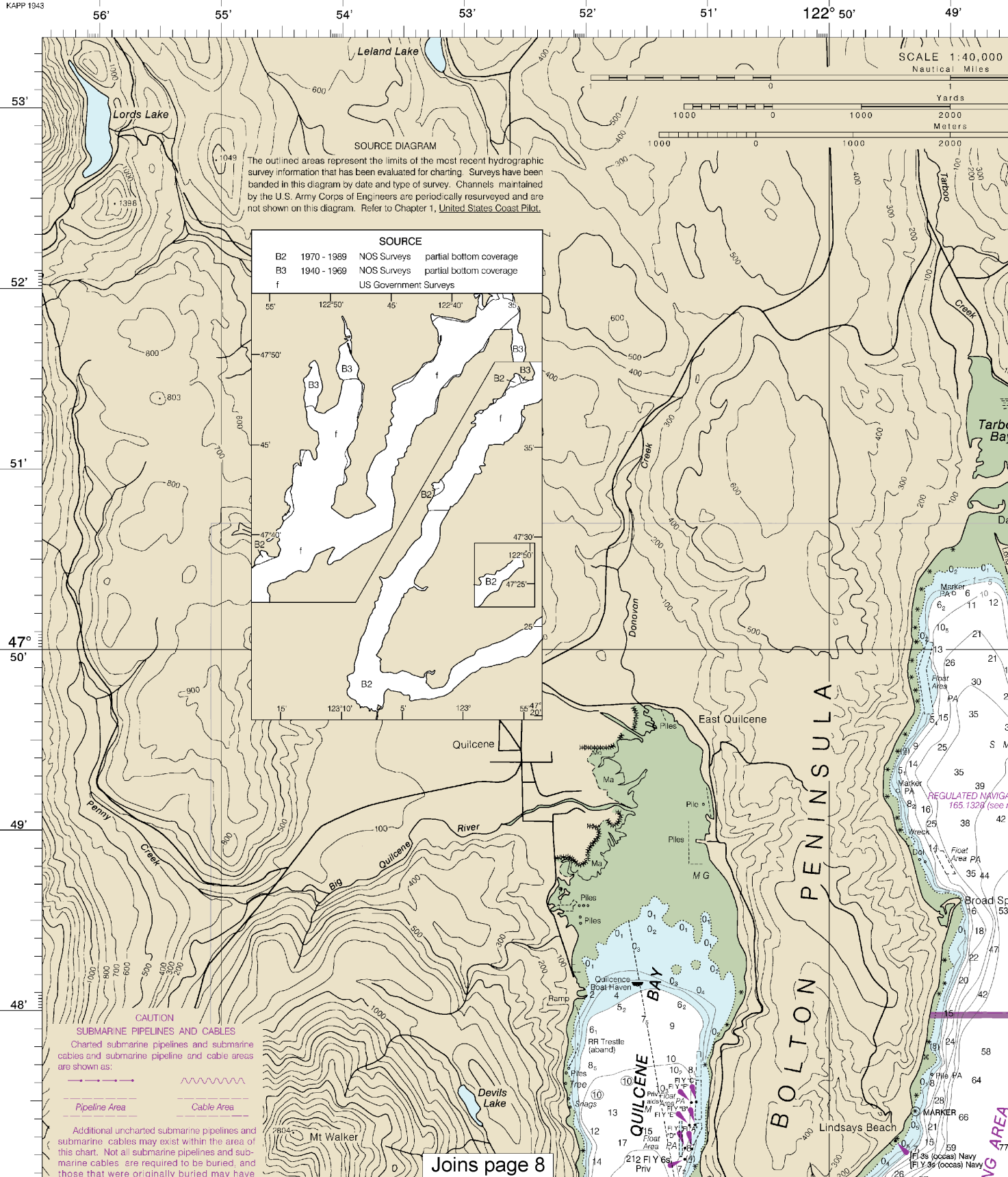


For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

18476

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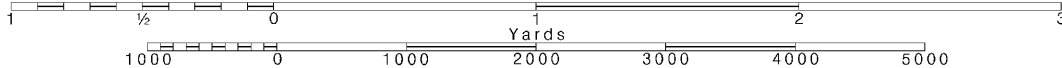
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

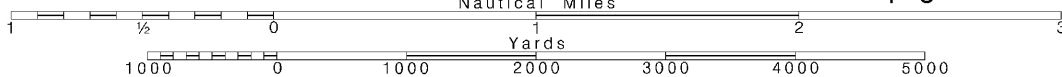
See Note on page 5.



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

Printed at reduced scale.

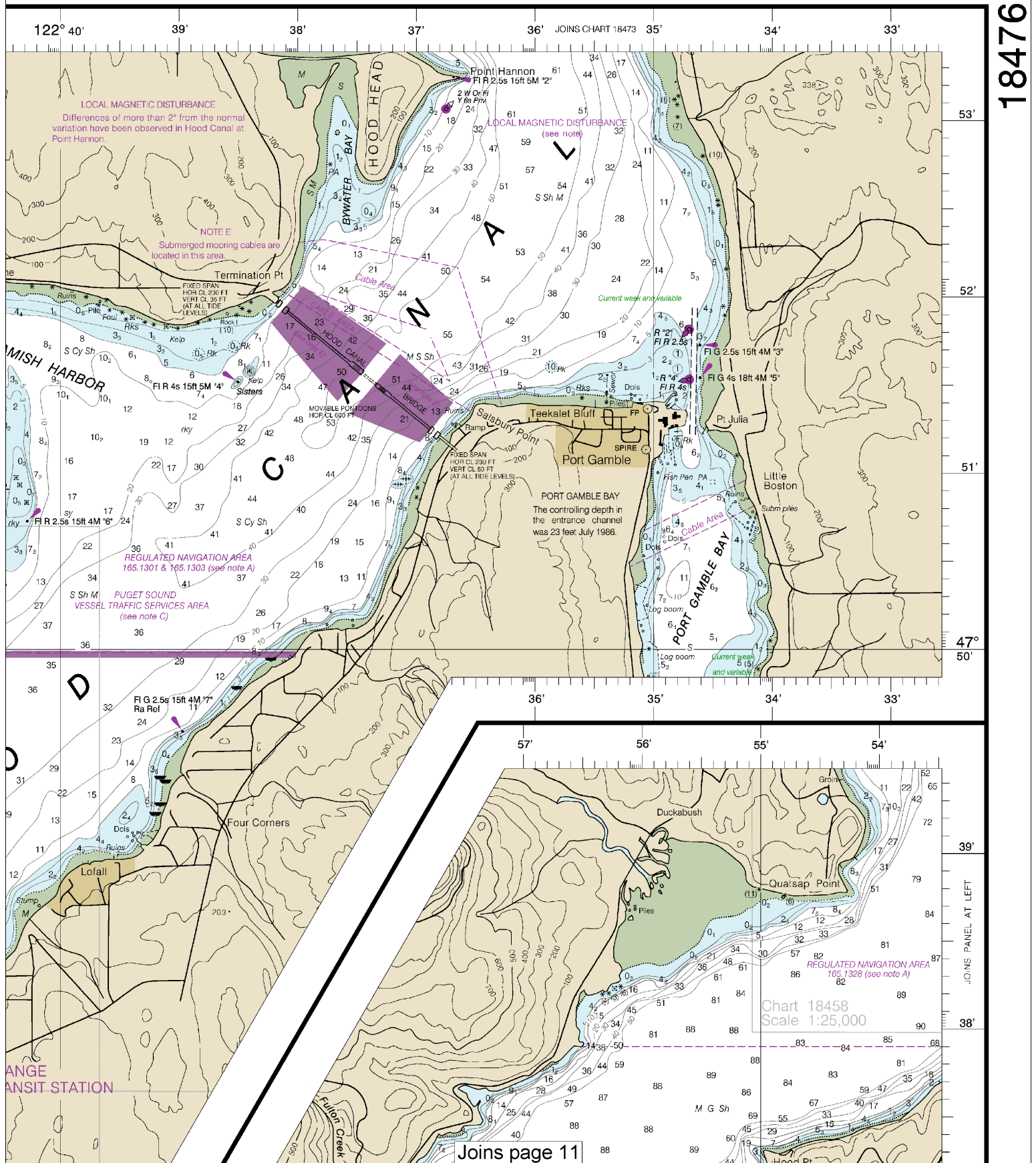
See Note on page 5.



SOUNDINGS IN FATHOMS

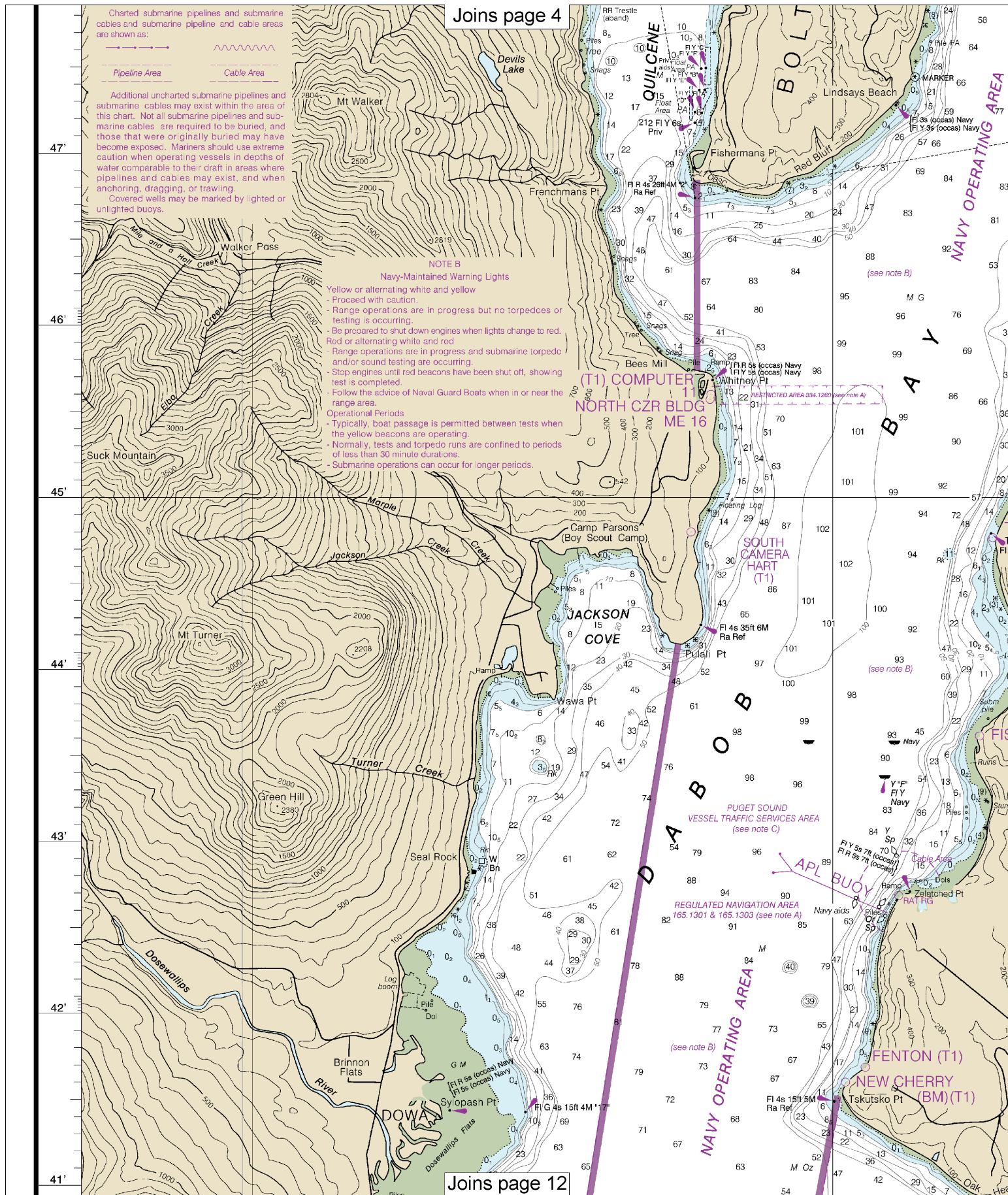
(FATHOMS AND FEET TO 11 FATHOMS)

18476



6th Ed., Sep. 2011. Last Correction: 10/6/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

7



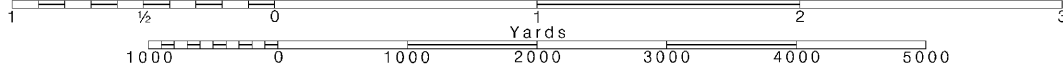
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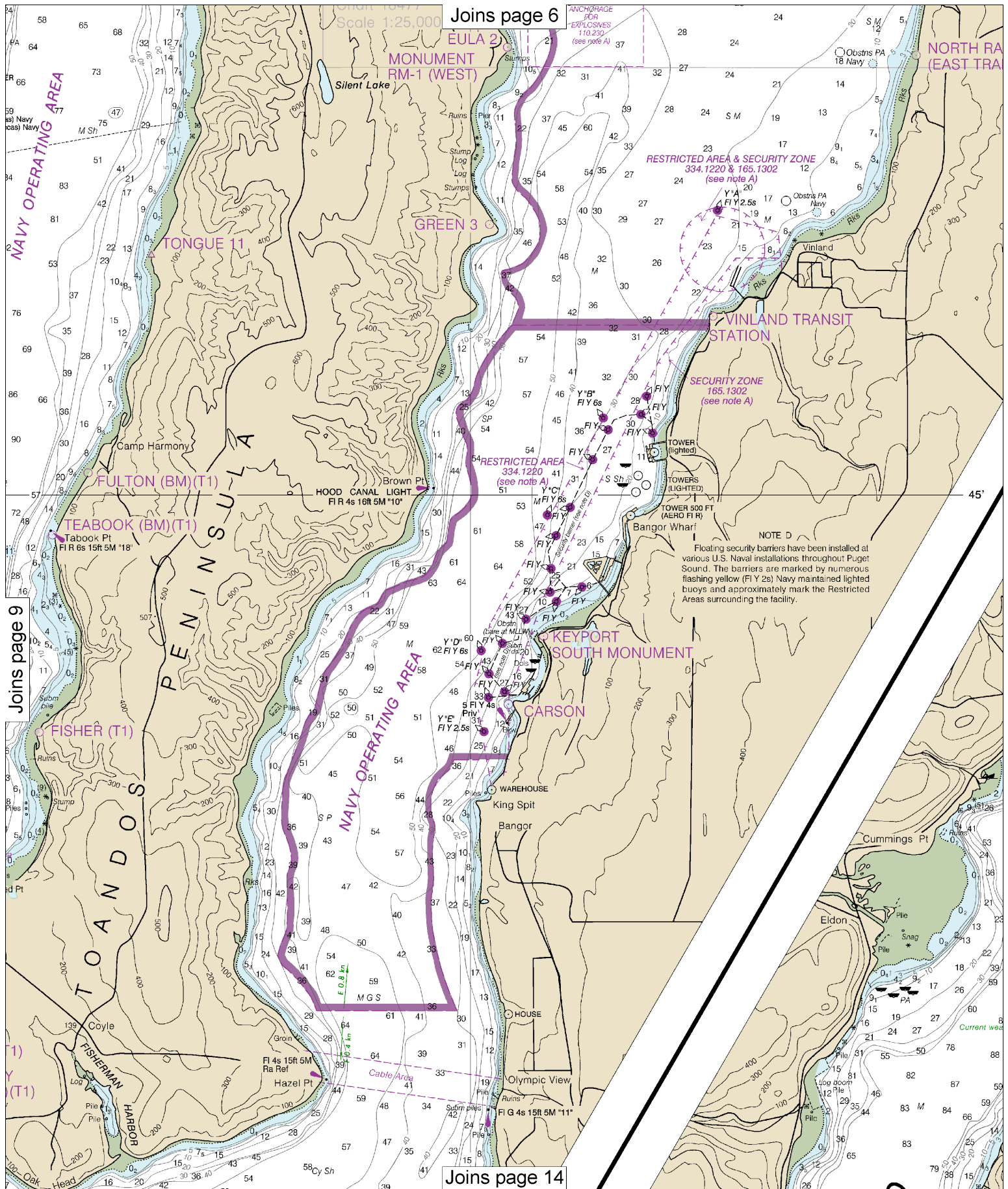
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Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





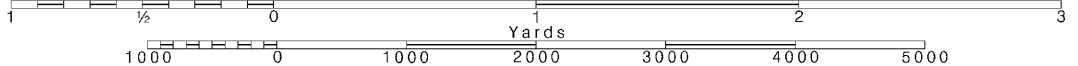
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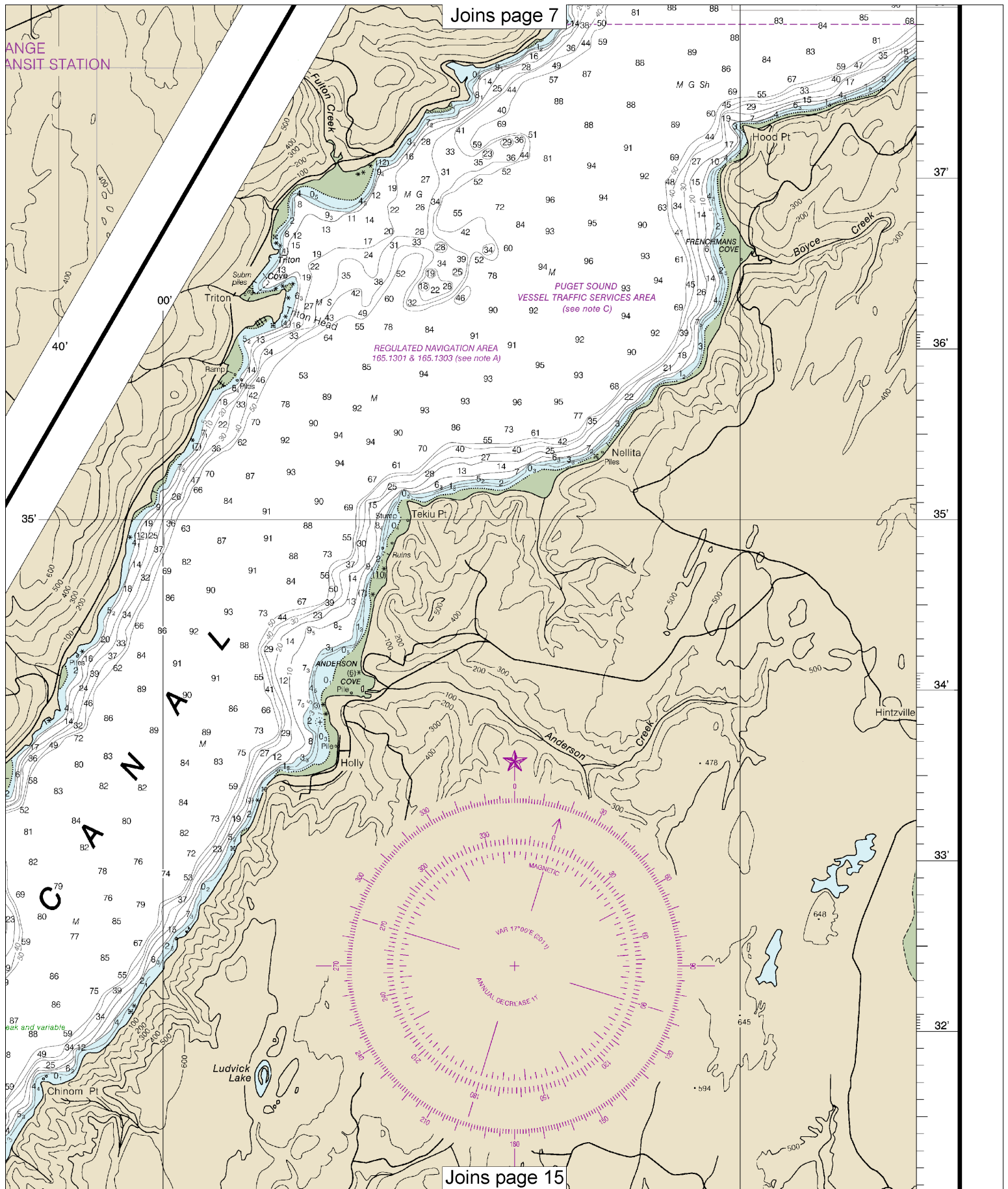
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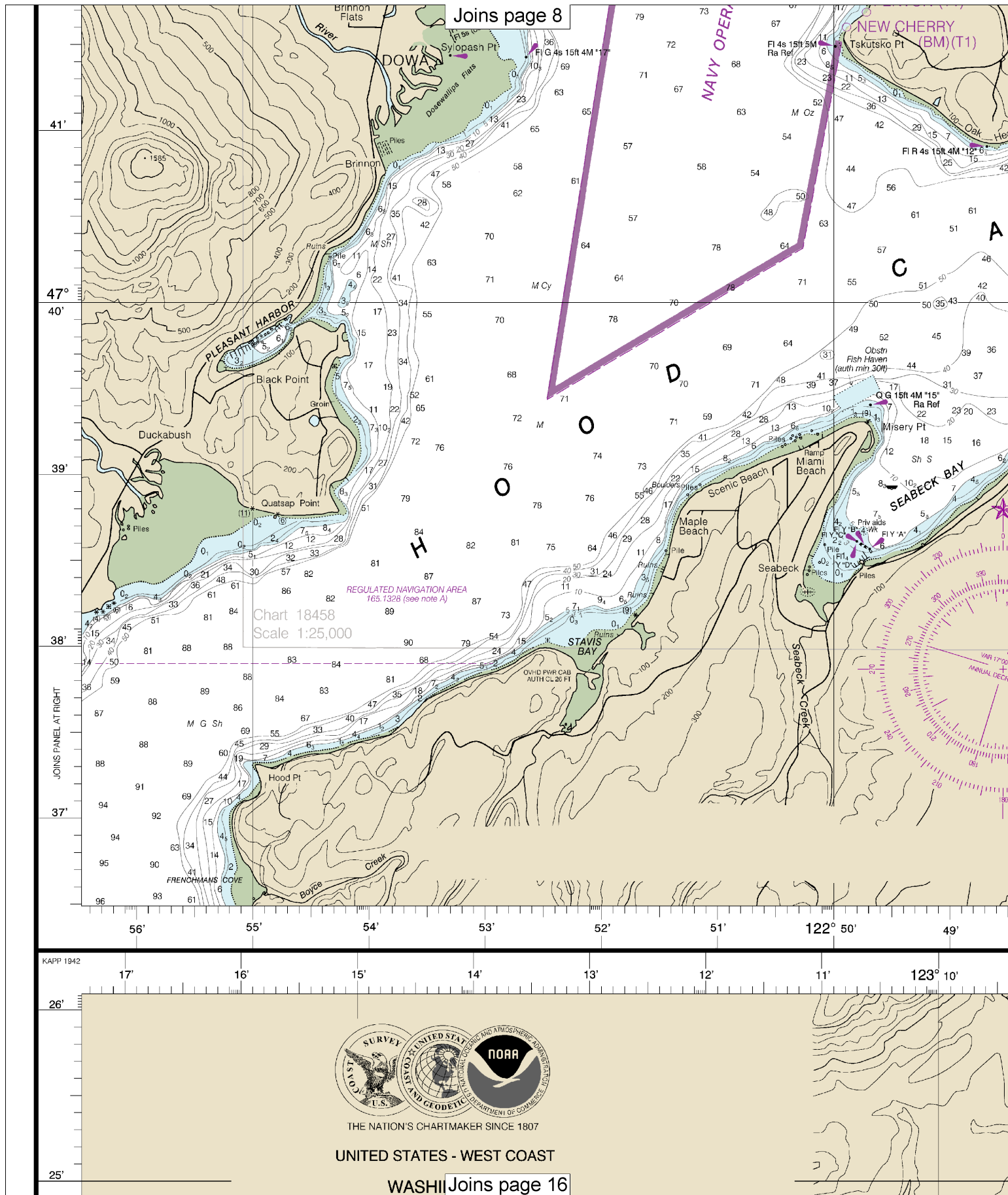
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SCALE 1:40,000
Nautical Miles

See Note on page 5.







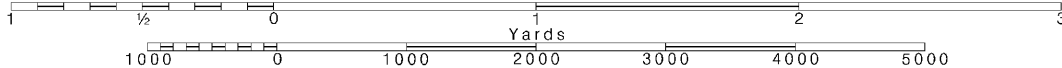
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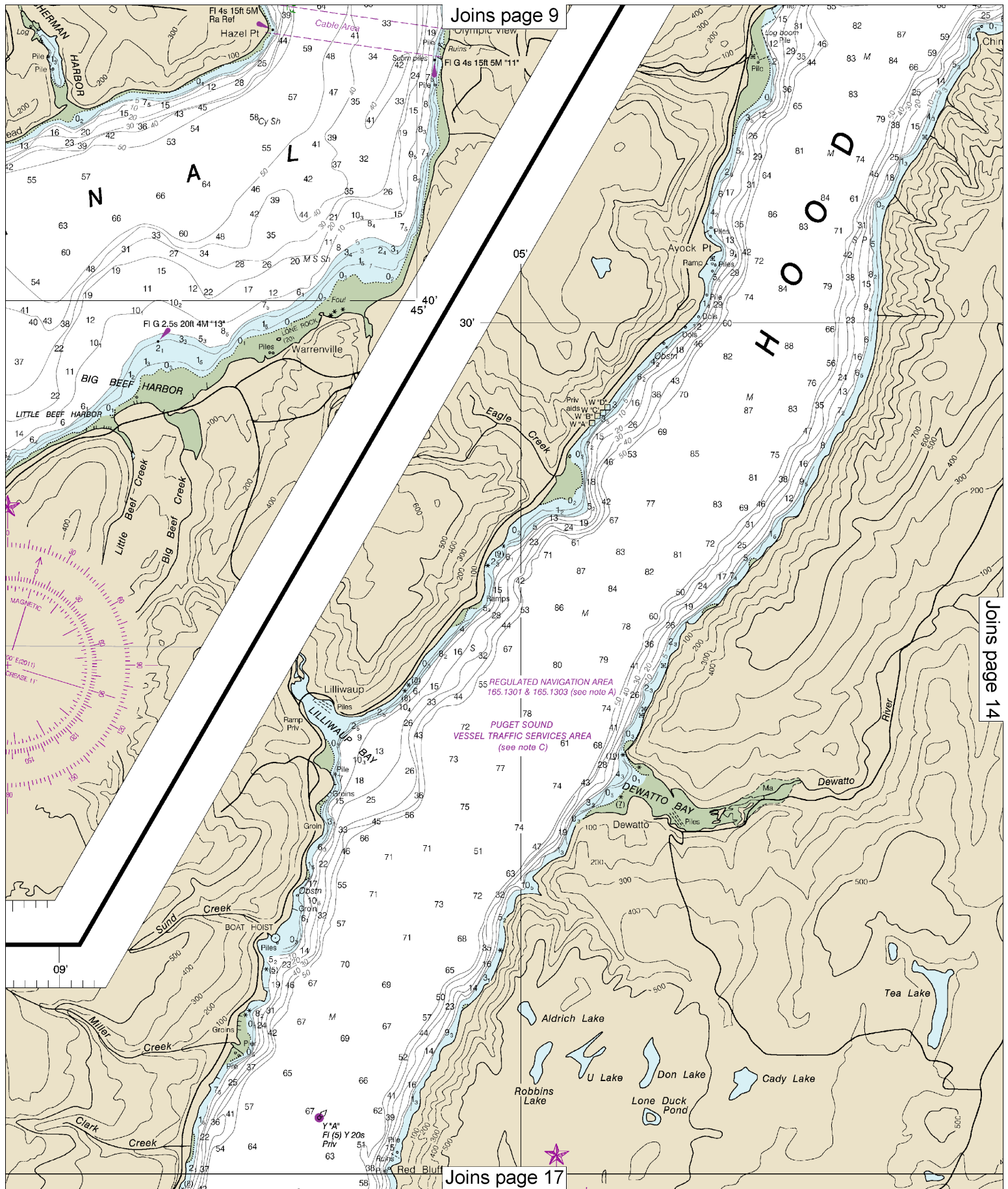
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.

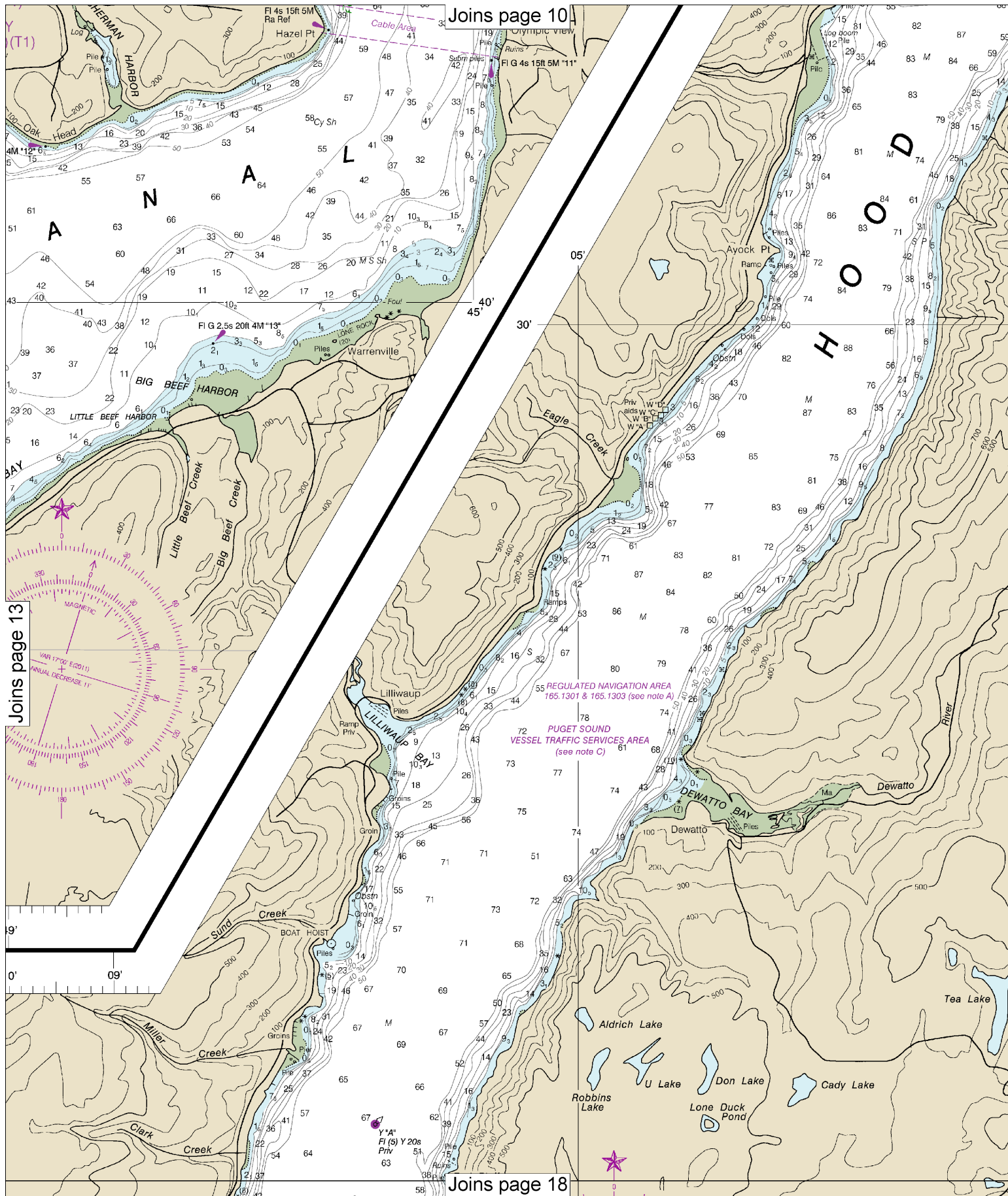


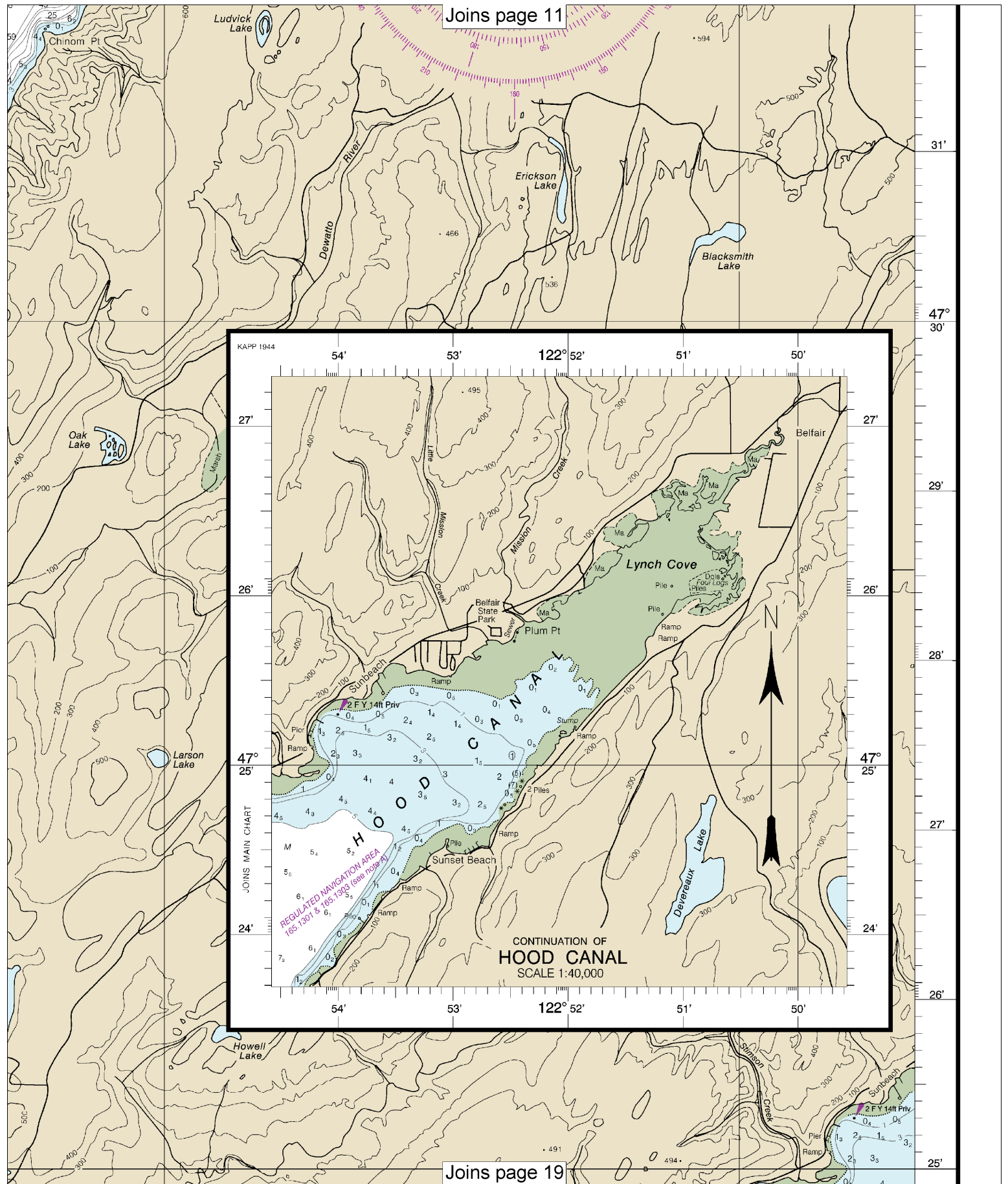


Joins page 9

Joins page 14

Joins page 17





UNITED STATES - WEST COAST

WASHINGTON

PUGET SOUND

HOOD CANAL AND DABOB BAY

Mercator Projection
Scale 1:40,000 at Lat 47° 36'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.657" southward and 4.500' westward to agree with this chart.

NOTE C

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the Puget Sound area. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. The entire area of the chart falls within the Vessel Traffic Services (VTS) system.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Puget Sound, WA WWG-24 162.425 MHz
Seattle, WA KHB-60 162.550 MHz

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

HEIGHTS

Elevations of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for important supplemental information.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

For Symbols and Abbreviations see Chart No. 1

Additional information can be obtained at nauticalcharts.noaa.gov

TIDAL INFORMATION

PLACE	NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
			Mean Higher High Water	Mean High Water	Mean Low Water
			feet	feet	feet
	Port Gamble	(47°52'N/122°35'W)	10.3	9.4	2.7
	Lofall	(47°49'N/122°39'W)	10.7	9.8	2.9
	Bangor Wharf	(47°45'N/122°44'W)	11.1	10.2	2.9
	Seabeck	(47°39'N/122°50'W)	11.5	10.6	3.0
	Union	(47°22'N/123°06'W)	11.8	10.9	0.0

Dashes (- -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Jul 2011)

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

6th Ed., Sep. 2011. Last Correction: 10/6/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

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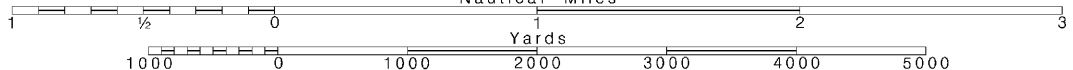
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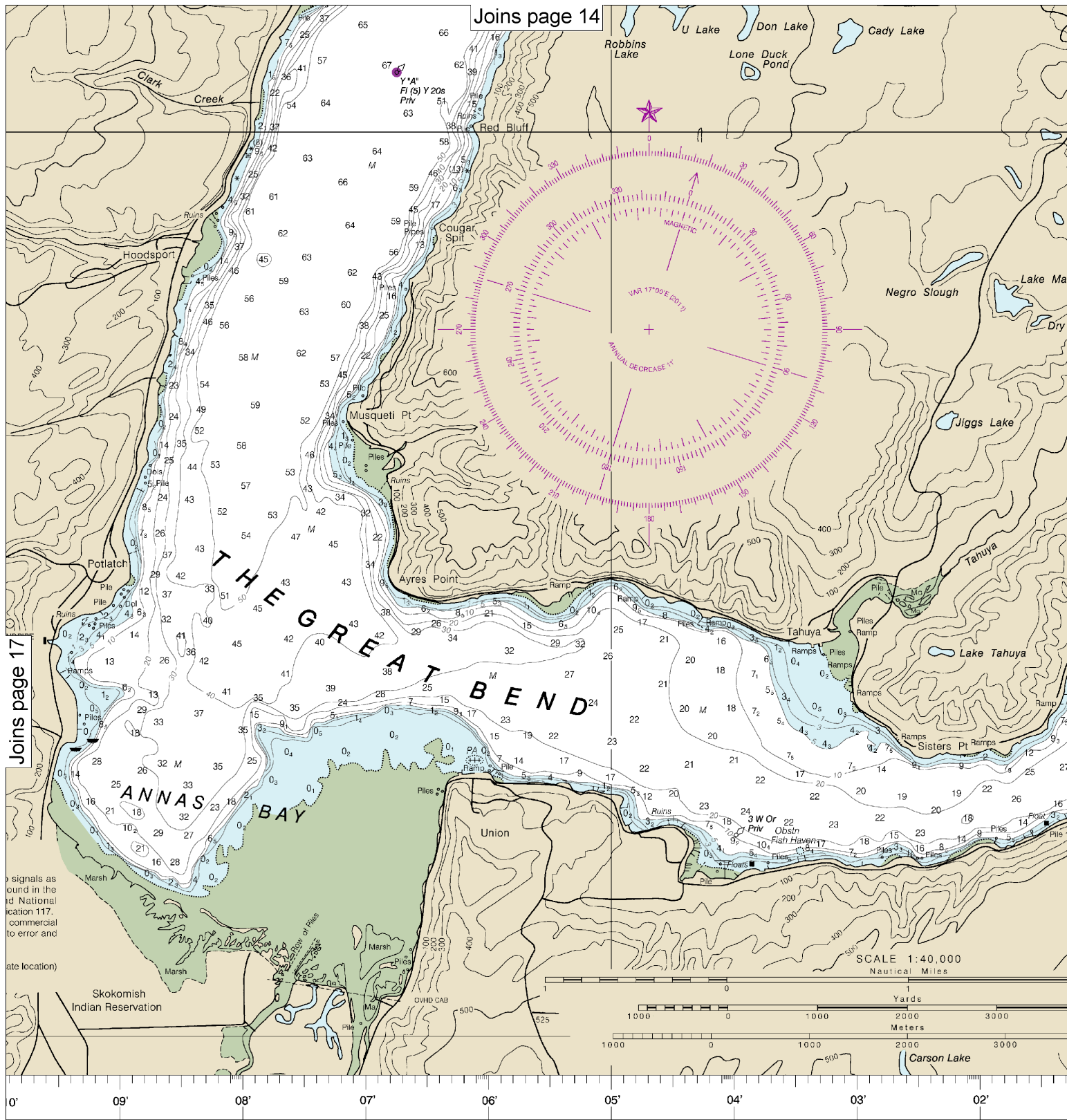
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



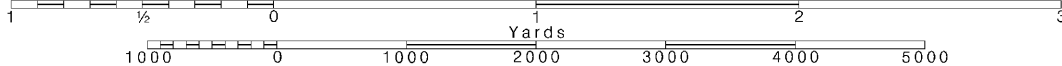


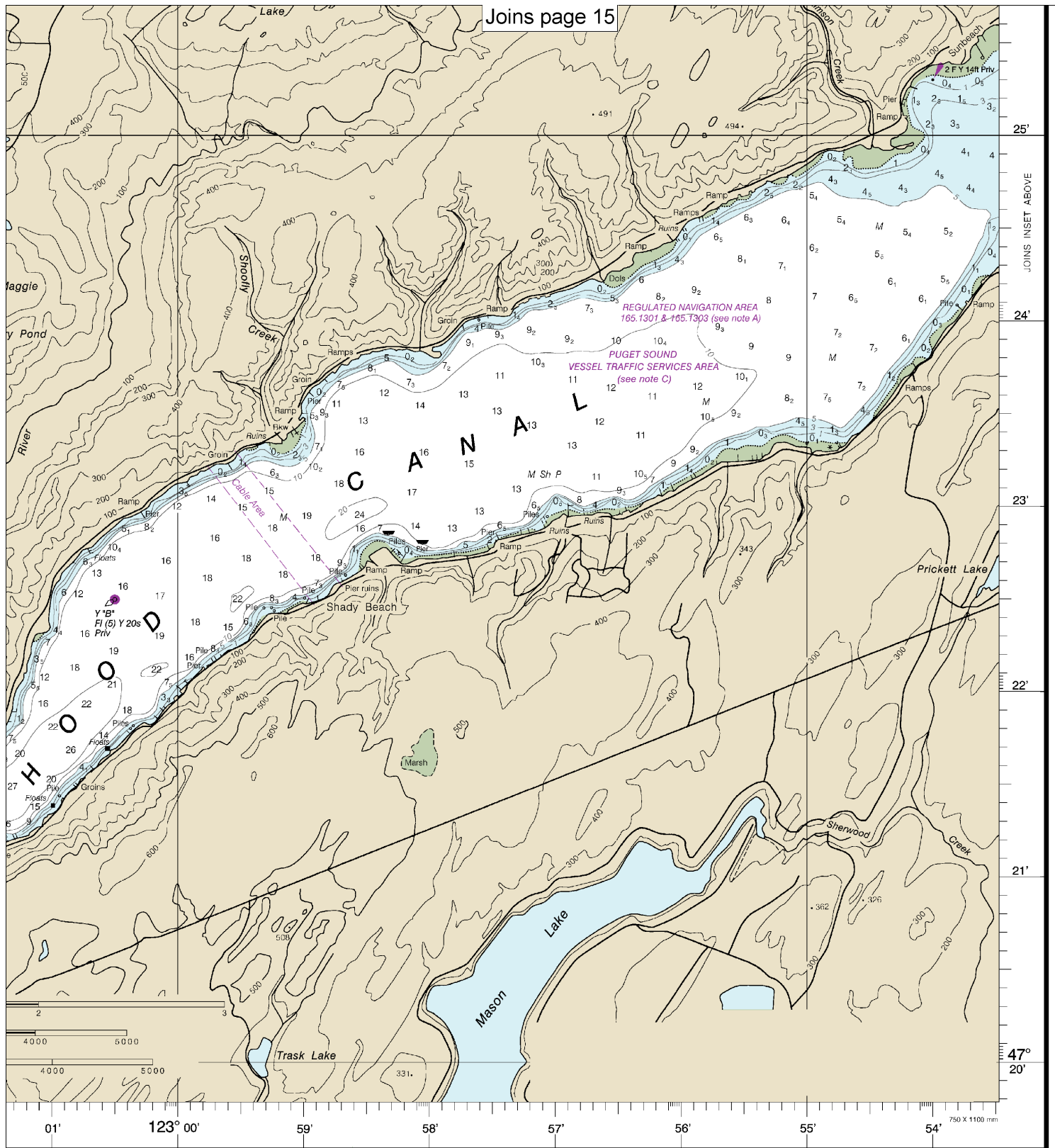
Note: Chart grid lines are aligned with true north.

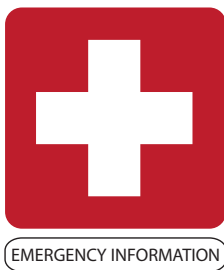
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.







VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

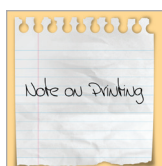
HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.